





bille companies.  
The Federal safety regulations almost certainly will accelerate safety legislation in many states and push the industry into making safer cars, despite the proportionately small purchases by the Government.

Previously the Government had set much more modest safety requirements.

The General Services Administration intends to buy nearly 38,000 vehicles in the 1966 fiscal year. In addition, the Army annually purchases 15,000 commercial type vehicles, such as sedans and pick-up trucks.

These and other purchases by the Armed Forces push the annual Government acquisitions to more than 60,000 vehicles.

Discussing the new regulations, a spokesman for the manufacturers in Detroit said by telephone:

"Representatives for the industry have been working with the G.S.A. in developing these standards and motor vehicle manufacturers in general will be able to comply with the new regulations."

Most of the regulations were not so tough as the manufacturers had feared, and did not require them to introduce anything drastically different. But the principle involved seemed toirk them. They privately expressed fears that the Government would start to dictate and restrict design in a market where styling was important.

Beside the exhaust fume and steering wheel requirements, the General Services Administration called for the following features:

Stronger seat-belt anchorages for all seat locations, two in front and three in back; padded dashboard and sun visors; recessed dashboard knobs and levers; safety door locks and hinges; strongly anchored seats; safety glass in windshields and windows, and a "four-way flasher" system that simultaneously flashes tail and parking lights when a car moves onto a road shoulder.

Also, a dual braking system, so if the driver loses two brakes the other pair will work; standard bumper heights; standard automatic gear shifts (park, reverse, neutral, drive, low, in that order); dual-speed windshield wipers and washers; dashboards treated to reduce glare; safety tires and tims; backup lights to warn pedestrians and approaching cars that the auto is in reverse, and outside rearview mirrors.

Some of the new requirements, such as safety glass, are already standard on all American cars. Others, such as dual braking systems, dual-speed wipers and washers, outside rearview mirrors and glare-reduction surfaces on dashboards, are standard on higher-priced autos and may be purchased for cheaper models.

Auto industry spokesmen said that "there is no inclination" on industry's part to absorb the cost of the added safety devices. This raises the question of whether the Government will pay extra for the safety features.

The General Services Administration is allowed to spend \$1,500 for standard sedans and up to \$1,750 for station wagons. The average price it pays for a sedan is \$1,350. Will it ask Congress to raise the price limit for safer cars?

"The responsibility lies with the industry," a high G.S.A. of-

Several elites at once. He did brilliantly at Yale (B.A., "prima academica honoris," 1928). He became a partner in a first-rate downtown law firm, Cravath, Swaine & Moore, only nine years after his graduation from Yale Law School. He was among the most highly regarded members of Washington's "Little Cabinet" of officials of rank lower than secretary. He is also prominent in social circles (and his wife says he belongs to the cream-of-the-cream of ballroom dancers.)

#### He Chided Joint Chiefs

Despite—or perhaps because of—these augustly conventional credentials, Mr. Gilpatric has been known to lodge criticism with highly unconventional directness.

Thus 13 years ago Mr. Gilpatric, then Air Force Under Secretary, jolted a Congressional committee by remarking that the Joint Chiefs of Staff were so ineffective that they had to toss a coin to decide a controversial issue.

During his tour as Deputy Defense Secretary, he was again embroiled in controversy—notably over the TFX aircraft—but he was said to be as smooth in an argument as on the dance floor.

Dressed in dark suits of excellent cut, Mr. Gilpatric presents a tall and handsome figure in the corridors of the Pentagon and Manhattan's financial district.

Poised himself, Mr. Gilpatric admires poise in others. He once described President Kennedy as "a very cool guy."

#### Father Was a Lawyer

Although Defense Secretary Robert S. McNamara makes a point of starting work by 7:30 A.M. on a busy day, Mr. Gilpatric used to insist: "I've never been quite that good. Eight A.M. is my earliest."

Mr. Gilpatric's ancestors came from the North of Ireland and his father was also a partner in a law firm. He was born in Brooklyn, Nov. 4, 1906, and was graduated cum laude at Hotchkiss before going on to Yale.

A prominent lawyer by the start of World War II, Mr. Gilpatric concentrated on corporations engaged in war production. His deft touch with a defense contract evoked admiration in Washington and he was called to the Pentagon as a consultant when the Korean war began in 1950.

President Truman made him Assistant Secretary of the Air Force the following year and promoted him to Under Secretary five months later.

#### Opposing Views Voiced

Admirers regarded Mr. Gilpatric as a wizard at forestalling bottlenecks in aircraft production. Critics said he rode needlessly roughshod over the military.

When Dwight D. Eisenhower moved into the White House, Mr. Gilpatric returned to his private law practice. However, he indulged his pen-

#### Roosevelt Hospital Promotes

Roosevelt Hospital announced yesterday that Dr. Nicholas P. Christy, an internist, would assume today the new post of chairman of the department of medicine at the hospital. Since 1962, he has been associate professor of medicine at Columbia University's College of Physi-

nor in 1958. At two years later he helped advise John F. Kennedy on defense issues during the Presidential campaign. He then forsook his law practice—which was reported to be earning \$120,000 a year for him—for the \$22,500 post as deputy to Secretary McNamara.

He stayed in Washington longer than planned and did not resume his law practice until January, 1964.

Mr. Gilpatric has been married three times and divorced twice. He has two daughters and a son by his first wife, Margaret Fulton Kurtz. His present wife, Madelin, is the widow of a prominent advertising man.

#### LEGAL NOTICE

SUPREME COURT, BRONX COUNTY  
IN THE MATTER OF FORECLOSURE OF  
TAX LIENS

BY THE CITY OF NEW YORK  
IN THE BOROUGH OF THE BRONX, SEC-  
TIONS 9, 10, 11, 12 and 19

GENERAL DESCRIPTION OF THE BOUND-  
ARY OF THE SECTIONS AFFECTED:  
SECTIONS 9, 10, 11, 12 and 19 as  
the same appear on the TAX MAP  
of the CITY OF NEW YORK for the  
BOROUGH OF THE BRONX:

Beginning at the intersection of the west-  
ern boundary line of Bronx County in the  
Hudson River and the boundary line between  
Bronx and Westchester Counties; thence run-  
ning southeasterly along the last mentioned  
boundary line to the northerly line of East  
228th Street; thence southeasterly along the  
northerly line of East 228th Street to the  
easterly line of Bronx Parkways; thence  
southeasterly along said easterly line of  
Bronx Parkways to the center line of East  
228th Street; thence southeasterly along East  
228th Street to Bullard Avenue; thence south-  
westerly along Bullard Avenue to East 226th  
Street; thence southeasterly along East 226th  
Street to Bronx Boulevard; thence south-  
westerly along Bronx Boulevard to East 211th  
Street; thence easterly along East 211th  
Street to Olmville Avenue; thence southerly  
along Olmville Avenue to Duncomb Street;  
thence southeasterly along Duncomb Street  
to Bronx Boulevard; thence southerly along  
Bronx Boulevard to the southerly line of  
Block 3357; thence westerly along the south-  
erly line of Block 3357, as it diagonally  
crosses Burke Avenue, to the intersection of  
the southerly side of Burke Avenue with the  
center line of the Bronx River; thence course-  
ly in a generally southerly and southeast-  
erly direction along the said center line of  
the Bronx River, as it winds and turns, to  
the northerly limits of Block 2760;  
thence southeasterly along said northerly  
limits to the U. S. Pierhead line in the  
East River; thence southeasterly and east-  
erly along said pierhead line to the north-  
easterly limits of the aforesaid Block 2760;  
thence southerly along the northerly limits  
of said Block 2760 to the boundary line  
of Bronx County in the East River; thence  
southwesterly and northerly along the  
said boundary line of Bronx County in the  
East River to the U. S. Pierhead and Bull-  
head Line in the Bronx Kills; thence north-  
westerly and westerly along said pierhead  
and bullhead line to the Harlem River form-  
ing the boundary line of Bronx County;  
thence in a general northerly and north-  
westerly direction along the said boundary  
line of Bronx County as it winds and turns  
in the Harlem River to the continuation of  
the said boundary line in the Harlem River  
to the westerly boundary line of Bronx  
County in the Hudson River; thence north-  
easterly along said westerly boundary line  
of Bronx County in the Hudson River to the  
beginning.

#### PLEASE TAKE NOTICE

that on the 8th day of June, 1965, the Di-  
rector of Finance of the City of New York,  
pursuant to law, filed with the Clerk of  
Bronx County, a list of parcels of property  
affected by unpaid tax liens, held and owned  
by the City of New York which on the 8th  
day of June, 1965, had been unpaid for a  
period of at least four years after the date  
when the tax, assessment, or other legal  
charge became a lien. Said list consisting as  
to each parcel (a) a brief description of the  
property affected by such tax lien, (b) the  
name of the last known owner of such prop-  
erty as the same appears on the assessment  
roll for the last calendar year or a statement  
that the owner is unknown if such be the  
case, (c) a statement of the amount of such  
tax lien upon such parcel, including those  
which shall have been due and unpaid for  
less than four years, together with the date  
or dates from which, and the rate or rates  
of which interest and penalties thereon shall  
be computed.

All persons having or claiming to have an  
interest in the real property described in  
such list of delinquent taxes are hereby not-  
ified that the filing of such list of delinquent  
taxes constitutes the commencement by the  
City of New York of an action in the Su-  
preme Court, Bronx County, to foreclose the  
tax liens therein described by a foreclosure  
proceeding in Rem and that such list consti-  
tutes a notice of expediency of action and a  
complaint by the City of New York against  
each piece or parcel of land therein de-  
scribed to enforce the payment of such tax  
liens. Such action is brought against the  
real property only and is to foreclose the  
tax liens described in such list.

No personal judgment shall be entered  
herein for such taxes, assessments or other  
legal charges or any part thereof.

This notice is directed to all persons hav-  
ing or claiming to have an interest in the  
real property described in such list of de-  
linquent taxes and such persons are hereby  
notified further that a certified copy of such  
list of delinquent taxes has been filed in the

over now to assess the situation toward a  
clarity and seriousness of the liberation,  
Soviet objections. Particularly pressed co-  
in disarmament circles, which not oursel-  
were heavily represented on the to secure  
Gilpatric panel, there has been an exampl-  
a tendency to view the Soviet States pro-  
objections as sincere if mis- force and  
placed. Atlantic n  
Within the State Department, by Britain  
however, the general attitude Another  
has been to interpret the Soviet mediation  
objections as a bargaining panel, al-  
ing maneuver designed to weak- Kennedy's

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